# NAVIGATOR QUARTER, LAND ADJACENT TO SOUTHAMPTON AIRPORT

## ENVIRONMENTAL STATEMENT (VOLUME 3)

## TECHNICAL ANNEX H. OUTLINE CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT PLAN

HYBRID PLANNING APPLICATION

NOVEMBER 2025

**blocwork (Eastleigh) LLP**
**&**
**Southampton International Airport Ltd**

NAVIGATOR QUARTER

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**Contact name:** Matthew Thomas
**Contact email:** m.thomas@msa-architects.co.uk

**Client: blockwork (Eastleigh) LLP and Southampton International Airport Limited**

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# Framework Construction Environmental Management Plan

## Navigator Quarter, Land Adjacent to Southampton Airport

Rev 3, November 2025

# Navigator Quarter, Land Adjacent to Southampton Airport

## Framework Construction Environmental Management Plan

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## 1.0 INTRODUCTION

This Framework Construction Environmental Management Plan (CEMP) is submitted to support a hybrid planning application for the development of the Navigator Quarter, on land adjacent to Southampton Airport. The development will provide new employment units for flexible use across use classes E (g)(ii & iii), B2 and B8 with ancillary offices, car parking, service yards, drainage works, landscaping and associated works to prepare the site for development. The detailed components of this application include access, site levelling and initial infrastructure and engineering works.

The site is designated for employment use including airport related activities but is currently made up of greenfield land, divided in places by strips of vegetation. The only structure on the site is a radar tower next to the site's eastern boundary, which will need to be safely dismantled. No demolition is required on the site.

The site is currently served by a track, which loops from the airport's long stay car park off Mitchell Way to the south of the train depot and onto the site.

Specific attention has been given to ensuring that the environmental impact of construction operations and surrounding land uses is managed and minimised at all times. This document is at framework stage because the proposals do not yet have detailed permissions in place and a Principal Contractor has not yet been appointed. This document therefore establishes the principles that will be considered by the Principal Contractor and inform subsequent CEMPs which will be submitted in support of the construction for the initial infrastructure works and subsequent applications for reserved matters.

Development at the site is likely to come forward in a phased manner, with a detailed CEMP will be prepared for each relevant phase. It should also be noted that all other environmental and health and safety legislation will be observed during construction operations so that all construction works are executed in an appropriate and responsible manner.

Any detailed CEMP prepared at a later stage will be in conjunction with the detailed Construction Logistics Plan to manage impacts on the nearby highway network.

A list of details to be provided in the detailed CEMPs is provided at Appendix 3.

## 2.0 OPERATIONAL REQUIREMENTS

### 2.1 General Issues

The site is identified on the plan that is included within Appendix 1. Details of site, compounds, welfare facilities, storage and site hoardings/fencing will be confirmed by the Principal Contractor and included in a detailed CEMP that support the initial infrastructure works as well as reserved matters stage, prior to the commencement of development of that particular phase.

Any existing boundary fencing and any temporary heras fencing or hoarding may be maintained as a secure site boundary during construction works. Any site hoarding or fencing will display the Contractor's name with readily visible 24 hour contact numbers.

Any necessary consents/licences or temporary closures will be obtained from the Highway Authority for any hoarding or access as necessary.

### 2.2 Responsibilities

The detailed CEMP may cover just one phase or a combination of phases, and identify any specific measures needed to ensure a safe site and to minimise any impacts from the construction phase.

All works being undertaken on site will be managed and coordinated by The Principal Contractor, who will have a full time Site Manager and supporting site staff who will liaise with our client, resident staff/operatives, site personnel, local authorities and other statutory bodies, as required.

Risk Assessments and Method Statements will be prepared by all subcontractors and reviewed prior to their works commencing on site. The Site Manager will ensure compliance with any planning conditions and legal consents relating to nature conservation.

The Principal Contractor will be responsible for identifying all existing services at the site and ensuring that construction takes place in accordance with relevant safe working practices on or around these services as appropriate.

It will be the responsibility of the Principal Contractor(s) to appoint licensed waste carriers to dispose of any waste which arises during construction works. All waste transference notes/receipts for spoil removed from site will be retained and issued on project completion.

All contractors will be required to wear personal protective equipment in accordance with all health and safety legislation and to conform to The Contractor's Construction Phase Plan, their method statements and the site-specific rules.

## 2.3 Site Establishment

The site will be secured prior to any construction activity taking place and will remain in place throughout the construction period or until such time that the site no longer requires separation from the public.

The Contractor will install signage for the site to cover the following: -

- Construction traffic arriving at the site
- Pedestrians arriving at the site
- Contact address and telephone numbers
- Signage to meet health and safety requirements

Construction vehicle cleaning – Solid and stable, crushed concrete type hardstandings will be provided to minimise vehicular debris being deposited on the road. Any debris deposited on the highway will be cleared by the use of a water-assisted dust sweeper vehicle. In addition, should the risk of materials being tracked off site be excessive, wheel washing facilities will also be provided in the form of a jet wash.

Vehicles will be checked before leaving the site and washed down to remove debris and prevent it being carried onto the public highway. All loads entering and leaving the site will be covered. It is not intended to drain on to the highway. New pipework associated with the new development proposals will be installed as soon as is practical in the programme. Drainage details will be confirmed in the detailed CEMP to ensure that no water is drained onto the public highway.

On site, welfare provision will be the responsibility of the Contractor and will be provided in accordance with current legislation.

Waste water from temporary welfare toilets and facilities will be discharged to sealed containment systems, and disposed via licensed contractors.

If required, mobile cranes only will be used for the erection of the steel frame and hoisting of roofing material. No other cranes are anticipated to be required. Crane positions will be confined within the site boundary according to a crane plan coordinated by the Principal Contractor. Liaison with the Airport operations/safeguarding team will take place prior to the operation of any cranes at the site.

Open fires will be prohibited on site.

No living accommodation will be permitted on site.

The Contractor is responsible for the regular removal of rubbish and food waste.

The Contractor's staff, the supply chain and the design team will adhere to the site rules as well as complying with emergency procedures that are controlled by third parties but have influence over the site.

## 2.4 Working Hours

While the site is not within close proximity of residential areas, steps will be in place to ensure that construction works are considerate of neighbouring occupiers.

The proposed working hours will be:

| | |
|---|---|
| Monday – Friday | 08:00am – 6:00pm |
| Saturday | 09:00am – 1:00pm |

No work will take place during public holidays or Sundays.

In general, the Construction Contractors will confine construction activity to within these hours. However, there may be occasions when work beyond these hours will be required.

In such cases of special or unusual activities due to take place beyond these hours, relevant neighbours will be notified and appropriate agreements sought.

Liaison with neighbours and the general public will be undertaken by the Site Manager.

The site will be registered with the Considerate Constructions Scheme and will follow the principles of the CCS with regards to proactive community engagement. This will initially be via a letter drop to provide key contact details and explain the open door policy that will be adopted, to allow neighbours to "drop in" and express any concerns or questions with regards to the works. Further letter drops will be made where particularly disruptive works are required, and any such disruptive works will be identified within a detailed CEMP.

Deliveries will be scheduled to avoid peak hours where possible. Construction trips will be scheduled to avoid peak hours where possible. For worst case assessment purposes, it has also been assumed that 10% of the proposed daily construction vehicular trips will occur during each peak hour. This equates to approximately one HGV trip every 10 minutes during peak times in each direction along Mitchell Way.

It is therefore proposed to restrict deliveries to less busy times, and this will be formalised in the detailed CEMP to be submitted and approved prior to commencement of works. The outline documents commit to this approach, and the detailed CEMP will specify exact delivery windows to avoid network peaks and school pick-up/drop-off times, in line with best practice and local authority expectations.

## 2.5 Specification of Construction Works

Site Clearance: Site clearance of vegetation on site. It is anticipated that the radar tower will be dismantled by others prior to commencement of development.

Project: To design and build new industrial/warehouse units of varying sizes with ancillary offices, a new access, car parking and service yard areas. The development will comprise the erection of a number of units, which will be confirmed at reserved matters stage.

Earthworks: To avoid excessive vehicular movements and to keep waste to a minimum, it is intended to retain as much site-won material as possible.

Foundations: Foundation design will be confirmed in a detailed CEMP.

Ground Floor Slabs: Will be reinforced concrete in accordance with the Structural Engineer's specifications and drawings.

Superstructure: The superstructures will be steel framed which will be erected using mobile cranes. The works will be programmed to keep the operating periods of the cranes to a minimum.

Building Envelope: The roof and walls will be of insulated metal cladding. All roof work will be carried out in accordance with relevant Health and Safety requirements.

External windows and doors will be pre-finished colour coated aluminium sections. The delivery doors will be pre-finished colour coated insulated sectional overhead doors.

## 2.6 Infrastructure

The Contractor will manage the installation of the infrastructure services on the site taking into account the need to establish as soon as possible.

## 3.0 MANAGEMENTS SYSTEMS

### 3.1 General

The works will be carried out in such a way as to minimise inconvenience to the public, and other adjacent occupiers. The works will also take into account current Legislation, Police, Fire Authority, Aerodrome restrictions, HSE and local authority guidance and other restrictions, procedures and controls (i.e. planning conditions/legal obligations). The emphasis will be on the management of potential construction impacts.

### 3.2 Site Management

An experienced Site Manager will manage this project and will be directly responsible to The Contractor's Senior Management. Contact details will be provided in the detailed CEMP once Principal Contractors have been appointed for the Construction Phase.

The Site Manager will: -

- Liaise with all The Contractors' management and employer's representatives on all aspects of the construction works.
- Enforce the site protocols and procedures that need to be considered for the implementations of this document.
- Represent The Contractor on construction matters with all Statutory Authorities & Highway Authority.
- Co-ordinate and manage site cleaning if / as necessary.
- Co-ordinate site security.
- Co-ordinate the complaints handling procedures.
- Co-ordinate deliveries and site traffic to minimise impacts on the local highway
- Be responsible for the Construction Logistics Plan or the Site Clearance Works Method Statement
- Implement the site construction management scheme (for construction phase only).
- Liaise with neighbours and contractors of any adjacent developments.

<u>Checking, Unloading, Storage and Handling of Material</u>

Deliveries to the site will be taken from Mitchell Way. From the airport's long stay car park off Mitchell Way, there is track which loops to the south of the train depot onto the site.

<u>Materials Generally</u>

All materials will be checked on arrival against the requisition / order to ensure full compliance with the specification. Once approved they will be unloaded, checked for quality and quantity against delivery note and signed for by the Site Manager or their nominee.

All materials will be neatly stored on the site (dry store where appropriate). Where bulk materials are stored externally, they will be suitably protected until incorporated within the works. Bulk materials will be off loaded with the mechanical plant if possible to

minimise manual handling and standing time for lorries.

### 3.3 Health and Safety

All works are to be undertaken in accordance with the Construction Design Management Regulations.

The Pre Construction Information will be issued by the Client to the Principal Contractor who will issue a Construction Phase Plan to the Principal Designer for review prior to commencement. Method Statements will be required from each subcontractor prior to commencement of their works.

### 3.4 Access and Traffic Management

Prior to commencing works on site, a condition survey will be undertaken along the sites boundaries and access points.

All construction-related HGVs will route via M27 Junction 5 for inbound and outbound movements.

The site is accessed via Mitchell Way, which connects to Spitfire Roundabout and then to Wide Lane, the A335 and M27 Junction 5. This is the established and logical route for construction vehicles, minimising the use of local roads and residential areas.

This routing will be confirmed and detailed in the full CEMP, but the outline documents establish the principle that all construction traffic will use the SRN (M27 J5) and Mitchell Way, avoiding sensitive local routes.

On arrival at gates, drivers/visitors are to make their presence known to The Contractor's site team, for further instruction. Traffic/pedestrians are to use designated/signed routes.

It will be The Contractor's responsibility to ensure the above is adhered to, that clear signage is in place to direct deliveries to the correct access and to arrange delivery times to avoid local congestion. Uninterrupted access for emergency vehicles will be maintained at all times.

Sufficient parking will be made available on site for all construction workers and visitors to avoid the need for parking off site. This will be managed as the work progresses and relocated to suit the sequence of works. This will also apply to the site waste and storage areas. Construction employees will be informed of routes to the site using public transport and encouraged to use this where possible to minimise the requirement for parking on site.

### 3.5 Pedestrian & Cycle Access

Designated pedestrian access will be provided onto the site. Details will be provided in future CEMP documents. Cycle access details will also be provided in a future CEMP.

### 3.6 Complaints Procedure

One of the objectives of this document is to ensure that good public relations are maintained at all times with the public, surrounding neighbours and contractors. Any complaints will be dealt with swiftly and where appropriate remedial action will be taken.

## 4.0 ENVIRONMENTAL CONTROLS

Regard will be had to the Pollution Prevention for Business Guidance prepared by DEFRA and the Environment Agency, as updated in May 2019.

### 4.1 Noise

Noise levels will be controlled as reasonably as possible to ensure that the development occurs in a way that is not detrimental to ecological receptors as well as the amenities of neighbouring properties and people. Vehicles on site will have low noise reverse beepers and, where possible, modern silenced plant will be used. Should there be any noise risk, then the "best practice recommendations of noise control" as outlined in BS5228-1: 2009 will be followed.

As noted above, contact details for the Site Manager will be provided to nearby residents prior to the commencement of works as a point of contact for any issues related to noise from the development.

### 4.2 Vibration

It is considered that vibration impacts will be minimal during the construction of the development. In the event that a complaint is received regarding vibration during the works and is established, then remedial measures will be proposed, agreed and implemented.

To minimise noise and vibration the following measures may be implemented.

- Fit mufflers to plant.
- Use of less noisy/lower vibration plant where possible.
- Ensure all plant is properly maintained.
- Screen areas of work where possible.

Vibration levels will be monitored to ensure that levels are acceptable in relation to both human and ecological receptors.

### 4.3 Air Quality

Construction works will be carried out in such a way as to limit the emissions of air pollution by employing the best practical means, as outlined in the IAQM (Institute of Air Quality Management) "Guidance on the Assessment of Dust from Demolition and Construction", January 2014. These measures relate to both human and ecological receptors.

Should there be any risk of dust generation from the construction process, then damped down or mist sprays will be used, to ensure that air particle levels are not adversely effected by the works. Mechanical road sweepers will be deployed during periods of dry weather, as required.

Other measures that will be implemented where reasonably practical are as below:

- Locate machinery and dust generating activities away from receptors;
- Create a physical distance and/or barrier between dust/emission generating activities and receptors;
- Install solid screens or barriers around dust generating activities;
- Cover or seed stockpiles to prevent wind whipping;
- Open fires will be prohibited on site;
- Remove loose materials as soon as possible;
- All loads entering and leaving the site will be covered;
- Limiting speed of vehicles.

The site will be proactively managed throughout the construction phase, and any risk of potential dust, smoke or smells will be dealt with as related to each work stage to minimise and mitigate potential impacts.

Prior to the commencement of development and after appointment of the contractor, a detailed CEMP, including Dust Mitigation Measures, will be submitted to the Council in accordance with the details provided under Appendix 2. These details align with the Mitigation Measures set out in Table 7.25 of the submitted Environmental Statement's Air Quality chapter.

## 4.4 Ecological

General Site Wide Measures

All trees proposed to be retained on the site will be protected in accordance with a Tree Retention and Protection Plan that will be prepared in advance of construction taking place at the site.

If any steep-sided excavations are created during construction, these will be covered overnight or provided with ramps to prevent any vulnerable animals becoming trapped. These excavations will be re-filled as soon as feasible.

Any open pipes, tanks, materials/rubble piles, bonfire stacks or other features that may be a danger to wildlife taking shelter/hibernating/etc, will also be covered or filled as appropriate.

Construction activities will be kept at a safe distance from the boundaries of adjacent designated sites. A clearly marked buffer zone (minimum 20 meters) will be established, delineated with fencing, where no storage, plant movement, or work will occur.

To prevent contamination of the River Itchen and its associated habitats, spill kits will be readily available and site personnel trained in their use. Refueling will take place in designated bunded areas with secondary containment. All hazardous materials will be stored at least 20 meters away from watercourse and associated habitats. Measures will be implemented to prevent contaminated surface water run-off from leaving the site, including sediment traps and bunds were appropriate.

Loose materials will be stored in covered containers to reduce windblown debris. Regular site checks will be undertaken to prevent litter and construction waste from migrating into nearby habitats.

All site staff will receive an ecological induction, including information on adjacent protected habitats and species in the surrounding area. Toolbox talks will be delivered regularly to refresh awareness.

Species-Specific Measures

Nesting Birds

All wild birds are afforded protection whilst nesting under the Wildlife and Countryside Act 1981 (as amended), which is detailed more fully in the *Ecological Impact Assessment* (EPR, 2025).

Any clearance of trees, hedgerows, scrub or tall grass (>20cm) therefore undertaken in the course of implementing the works should be conducted where possible between September and February (inclusive), to avoid the bird nesting season.

Where this is not possible it will be necessary for a suitably experienced ecologist to check the vegetation to be removed no more than 24 hours before the commencement of operations. The discovery of an active nest in the course of this check would require the maintenance of an exclusionary buffer zone (of sufficient size to avoid impact on the nest and to be judged by the ecologist at the time) until such time as any fledglings depart the nest.

Bats

All native species of bat and their roost benefit from protection under the Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended). This protection is detailed more fully in the *Ecological Impact Assessment* (EPR, 2025).

Bats have been identified within the survey area, including potential roost features in several trees. It is anticipated that all trees with roosting features are to be retained within the development. If future removal of these trees is required, update bat surveys to confirm absence of roosting bats would be required.

To avoid disturbance to commuting and foraging bats, lighting will be carefully managed throughout construction.

Herptiles

All native common species of reptile are protected from intentional or reckless killing and injury under the Wildlife and Countryside Act 1981 (as amended). Past ecological surveys have recorded Slow Worm, Common Lizard, and Grass Snake in the area. The protected amphibian Great Crested Newt is not believed to be present on site, but a nearby off-site pond has historically returned a positive eDNA result. The legislation pertaining to all these species is set out in more detail in the *Ecological Impact Assessment* (EPR, 2025)

Given the area of habitat affected by the proposals a translocation is not considered necessary. However, Reasonable Avoidance Measures (RAMs) will be implemented as a precaution. These will include toolbox talks for contractors, a phased vegetation clearance approach, hand searches in suitable habitat, and the retention of linear features such as hedgerows that support connectivity.

Invasive Non-Native Species

To ensure that the development does not have a detrimental impact on local native species and habitats, a survey will be undertaken at the site to identify any invasive non-native species present at the site. If the survey shows the presence of invasive non-native species, a method statement for their removal will be submitted to the Council prior to the commencement of development. This method statement will include the following:

- A plan showing the extent of the invasive non-native species;
- The methods that will be used to prevent the species spreading further, including demarcation;
- The measures in place to allow construction works to take place alongside species removal, without further species spread;
- The methods of control that will be used, including details of post-control monitoring; and
- How the species will be disposed of after treatment/removal.

If invasive non-native species are present within the site, a validation report will be submitted to the council confirming that the remediation treatment has been carried out and that the site has been free of the invasive species for at least 12 consecutive months after the commencement of remediation and construction works.

## 4.5 Lighting

Any lighting associated with the construction phases will avoid unnecessary negative impacts on bats, invertebrates and the night sky. Lighting may be needed for site security and working in low light conditions, but lighting will be directed to where it is needed and turned off when not required.

Light "spillage" will be avoided by using directional down-lighting, and reducing the brightness of necessary illumination.

Care will also be taken during the construction stage to avoid lights shining directly into buildings to minimise any disturbance to adjacent occupiers.

## 4.6 Control of Site Run Off and Site Flooding

Construction site run off and any waste water arising from the site shall be disposed of in accordance with the requirements of the Environment Agency and Southern Water.

Appropriate spillage kits or absorbent materials will be held on site and staff informed of what to do in an emergency. An up-to-date drainage plan should be maintained, hazards identified and a contingency plan drawn up, giving advice on what action to take and who to inform.

Measures to control pollution from surface water run-off will be implemented as part of the detailed CEMPs prepared by the Principal Contractor.

A detailed CEMP will also be submitted to address drainage works within the SSSI and its buffer zones, including the surface water pipe connection to the discharge point.

## 4.7 Other Environmental Issues

Contractors will be responsible for ensuring that all Subcontractors adopt effective control measures to prevent contamination of the ground through activities.

All debris arising from the construction phases will be placed into skips. To encourage recycling there will be different skips for different waste, i.e., wood, metal, plasterboard etc. as appropriate.

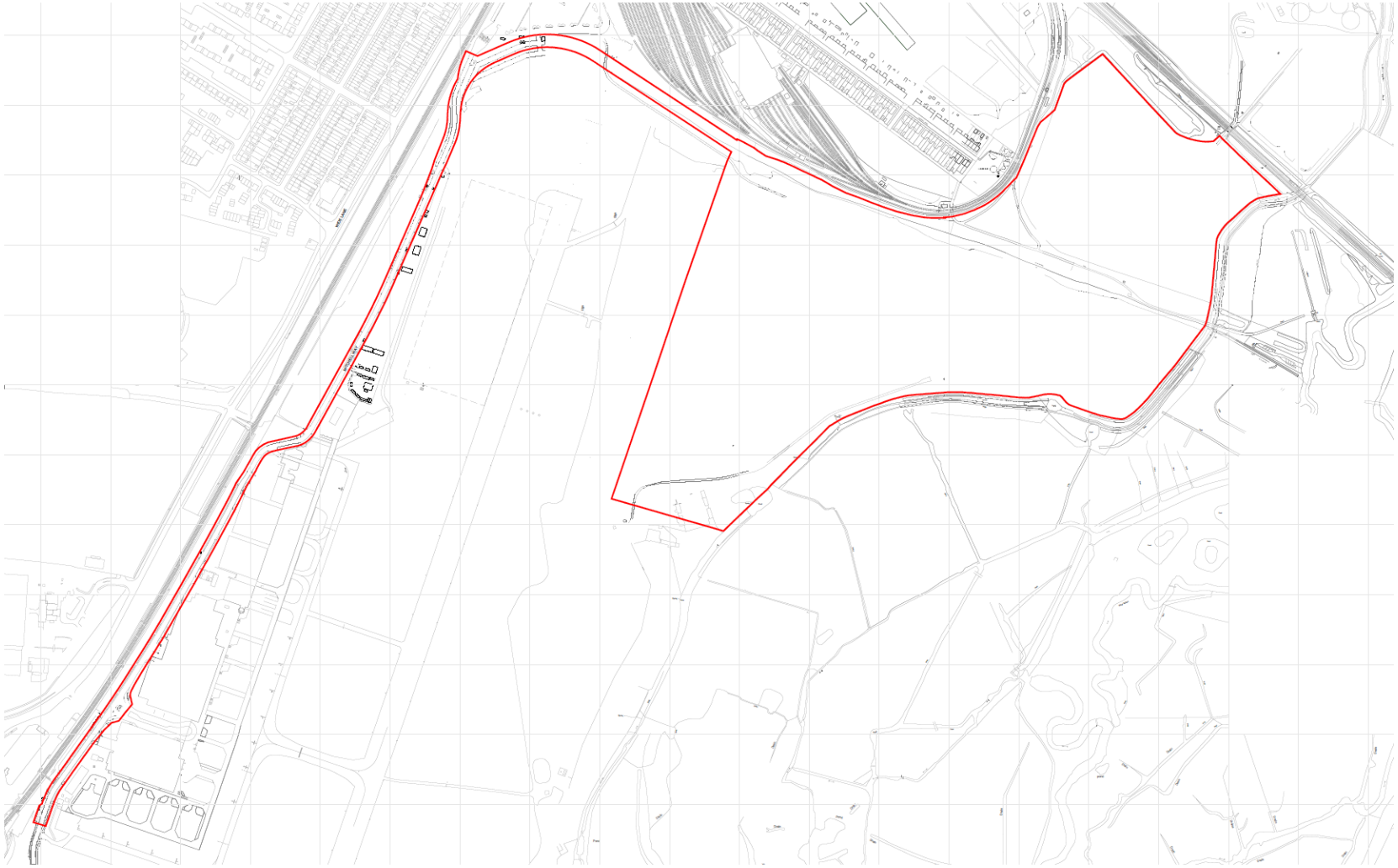
It will be prohibited to allow waste to be stored for any extended length of time to prevent the attraction of birds and wildlife.

Water washing of vehicles, particularly those carrying fresh concrete and cement, mixing plant, etc. will be carried out in a contained area;

Site operatives will be encouraged to use public transport or vehicle share where possible to avoid extra traffic demand/parking requirements in the area.

Fuel (and other chemicals) stored on site for plant will be placed in bunded bowsers, with designated refueling areas with drip trays and spill pits.

**Appendix 1. Site Location Plan**



**Appendix 2. Fugitive Construction Dust Emissions Mitigation Measures to be clarified in Detailed CEMP**

| Guidance | Comment |
|---|---|
| Site management | Development and implement a stakeholder communications plan that includes community engagement before work commences on site<br>Develop a Dust Management Plan<br>Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the planning application boundary.<br>Display the head or regional office contact information<br>Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner<br>Make the complaints log available to the LA upon request<br>Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite<br>Undertake daily on-site and off-site visual inspection to monitor dust, record inspection results, and make the log available to the LA upon request<br>Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the LA upon request<br>Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions |
| Preparing and maintaining the site | Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible<br>Erect solid screens or barriers around dusty activities or the planning application boundary that are at least as high as any stockpiles on site<br>Avoid site runoff of water or mud<br>Keep site fencing, barriers and scaffolding clean using wet methods<br>Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used<br>Cover, seed or fence stockpiles to prevent wind whipping<br>Monitoring of PM concentrations should be undertaken at two locations across the development. These should be agreed with the LA |
| Operating vehicle/machinery and sustainable travel | Ensure all Non-Road Mobile Machinery comply with the relevant standards<br>Ensure all vehicles switch off engines when stationary - no idling vehicles<br>Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable<br>Impose and signpost a maximum speed limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work area<br>Produce a construction Logistics plan to manage the sustainable delivery of goods and materials<br>Implement a travel plan that supports and encourages sustainable travel |
| Operations | Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques<br>Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible)<br>Use enclosed chutes and conveyors and covered skips |

| Guidance | Comment |
|---|---|
| | Minimise drop heights and use fine water sprays wherever appropriate<br>Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods |
| Waste management | Reuse and recycle waste to reduce dust from waste materials<br>No burning of waste and materials on site |
| Earthworks | Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces<br>Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil<br>Only remove secure covers in small areas during work and not all at once |
| Construction | Avoid scabbling (roughening of concrete surfaces) if possible<br>Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out<br>Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery<br>For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust |
| Trackout | Use water-assisted dust sweeper on access and local roads, if required<br>Avoid dry sweeping of large areas<br>Ensure vehicles entering and leaving site are covered to prevent escape of materials<br>Implement a wheel washing system<br>Ensure there is an adequate area of hard standing surfaced road between wheel wash and site exit<br>Access gates to be located at least 10m from receptors where possible |

**Appendix 3. List of details to be covered by future Detailed CEMPs:**

- Contact details of Principal Contractors.
- Details of site, compounds, welfare facilities, storage and site hoardings/fencing for each phase.
- Delivery hours.
- Access details for construction traffic and deliveries.
- Pedestrian and cycle access.
- Identification of any works considered particularly disruptive.
- Foundation design.
- Detailed environmental controls in respect of noise, vibration, air quality, ecology, lighting, drainage, fuel storage, refuel areas, vehicle water washing.
- Dust Mitigation Measures.
- Location of wheel washing facilities.
- New pipework associated with the new development proposals will be installed as soon as is practical in the programme. Drainage details will be confirmed to ensure that no water is drained onto the public highway.
- Measures to control pollution from surface water run-off.
- Details of drainage works within SSSI and its buffer zones, including the surface water pipe connection to the discharge point.
- Information in relation potential ground contamination hotspots (i.e. hydrocarbons) or any unexpected contamination strategy.
- Reference to a Materials Management Plan for re-use/ spoiled materials.
- Details of monitoring for noise, vibration and dust.